



Buckinghamshire Council

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Report to Strategic Sites Planning Committee

Site location: Land To The South Of Aston Clinton Road Weston Turville

Proposal: Erection of 121 dwellings with access and associated infrastructure

Application Number: 18/02495/APP

Applicant: CALA Homes (Chiltern) Ltd

Case Officer: Mr Jon Bishop

Ward affected: ASTON CLINTON AND BIERTON WARD

Parish-Town Council: WESTON TURVILLE

Valid Date: 13 December 2019

Determination date: 13 March 2020

Recommendation:

Permission be Deferred and Delegated to officers subject to the satisfactory completion of a S106 agreement to secure financial contributions towards primary and secondary education provision, off site sport and leisure provision, provision on site of open space and LEAP, commuted sum for maintenance of on-site sport and leisure provision, affordable Housing (30%) provision on site, sustainable transport improvements and travel plan

1. Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1. The application seeks full planning permission for the erection of 121 dwellings on this greenfield site on the edge of Aylesbury, within Weston Turville Parish.

- 1.2. The proposal site is located outside of the settlement boundary defined in the Weston Turville Neighbourhood Plan where development proposals will not be permitted unless they meet certain criteria. This includes 'other than for development as part of the growth of Aylesbury as defined in the emerging Vale of Aylesbury Local Plan'. Since this site forms part of an allocated site within the emerging VALP, namely AGT4, it would be regarded as not in conflict with Policy H1 of the WTNP nor would it conflict with other policies in the Development Plan.
- 1.3. It is acknowledged that the proposal would offer significant benefits in terms of its contribution to the Council's housing land supply and affordable housing, economic benefits as a result of population growth and investment in construction and the local economy/businesses and community benefits as a result of the proposed on-site open space and play provision.
- 1.4. Special regard has been given to the statutory test of preserving the setting of listed buildings under section 66 of the Planning (Listed Building and Conservation Areas) Act 1990, which is accepted is a higher duty. These proposed development would represent the significant development of the site, however, given the distance between and intervening development and landscaping, it is considered that the setting of the listed building would be preserved in accordance with the Act. and the heritage aspects of the NPPF.
- 1.5. Compliance with some of the other objectives of the NPPF has been in terms of the highway impact, biodiversity, flooding, heritage, design, safe and secure neighbourhoods and residential amenities and these are considered neutral.
- 1.6. There would be some localised impact on visual amenities but adequate landscape mitigation can reduce that impact over time.
- 1.7. This assessment identifies that various s106 planning obligations would need to be secured to make the schemes acceptable and mitigate its impact in accordance with relevant Development Plan policy and guidance as well as the NPPF if the council was minded to approve the application. These obligations include:

- Financial contribution towards primary and secondary education provision
- Financial contribution for off site sport and leisure provision
- Provision on site of open space and LEAP
- Commuted sum for maintenance of on-site sport and leisure provision
- Affordable Housing (30%) provision on site
- Monitoring contribution
- Sustainable transport improvements and travel plan
- Off-site highways works which are the subject of any separate s278 agreement

1.8 A whole life maintenance scheme for the SuDS

1.9 It is considered that the proposed development would not represent a conflict with the settlement boundary policy H1 of the WTNP, or other relevant policies in the Development Plan. There are no other material considerations that indicate a decision other than in accordance with the Development Plan.

1.10 Under section 2.5 of the constitution officers consider the exercise of delegated powers is not appropriate in this instance given the site forms part of a wider strategic emerging allocation in VALP which has not yet been adopted and it would be appropriate for this to be considered by members.

2.0 **Description of Proposed Development**

Application site:

2.1 The site is located to east of Aylesbury and is on the southern side of Aston Clinton Road, A41. Surrounding the site is currently largely green field/ agricultural land and envelops an existing large detached residential dwelling and garden area (No 52), and to the east lies frontage development of detached houses the nearest of which is No66. Immediately to the west of the site is the residential dwellings in Burnhams Fields, the Holiday Inn hotel and conference center, with its car park, and adjacent to this, to its west and south. There are residential dwellings on the southern and northern sides of Aston Clinton Road.

2.2 The site is broadly rectangular in shape and it currently comprises agricultural grazing land and is 6.06ha in size. The site is bordered by hedgerows with some trees along the site boundaries. Broughton Barn is a Grade II listed building and located immediately adjacent to the west of the site. To the north-east of the site, on the opposite side of the A41, development is now under construction).

- 2.3 The site falls within Flood Zone 1, and there is considered low probability of fluvial flooding.

Proposed development:

- 2.4 The application seeks full planning permission for the erection of 121 dwellings, public open space, play area, landscaping, vehicular access off Aston Clinton Road and associated infrastructure. The application has been the subject to a number of amendments during the course of the application which are summarised as follows:
- 2.5 The application site is 6.05 hectares, increased by 1.5 hectares in order to incorporate open space and landscaping to the east, within the red edge. In addition, there were revisions to the road layout and additional vehicular access were provided through the neighbouring development to the south west to allow for a connection through to New Road. Both of these changes required an amendment to the red line and a full consultation was carried out following the submission of these amended plans.
- 2.6 The application as originally submitted proposed 108 dwellings, following the amendments to the application the proposal is now for the erection of 121 dwellings with associated open space and landscaping. The proposal provides for affordable housing at a level of 30% which is policy compliant. The overall housing mix comprises 5 x 1 bed, 34 x 2 bed, 57 x 3 bed and 35 x 4bed units
- 2.7 Open space is provided to the eastern and southern part of the site including SUDs features. Amendments have been made to the site layout to provide an improved housing mix, a greater set back from the A41, redesign of apartment block and parking court, amendments to means of rear garden access, parking provision and increased landscaping.
- 2.8 The key amendments in respect of the access strategy now propose:
2 points of vehicular connection through to New Road, via the south western portion of the application site; linking to the adjacent residential development, and

A further access comprising left turn exit only onto the A41 to the western part of the frontage;
- 2.9 The updated Transport Assessment, provides full assessment of the revised access strategy. It includes the following:
- Details of proposed site access (relocated to the western part of the frontage);

- Updated forecast vehicular trips to reflect the submitted development proposal;
- Junction capacity assessments; and
- Details of commensurate and viable mitigation measures which can be secured by planning obligation.

Detailed access drawings are set out in the report's appendices.

- 2.10 The proposal is predominantly 2 or 2.5 storey, there is one block of apartments on the northern edge of the layout fronting the A41 which is a 3 storey building. The dwellings would be set back from the site frontage behind open space and an internal road and comprise a mix of detached, semi detached and terraced housing within a series of blocks.
- 2.11 It is proposed to construct the dwellings from traditional building materials, predominantly red multi stock brick with some use of render to add visual interest. The roof materials will be a mix of traditional brown plain clay roof tiles and grey slate. All of the proposed dwelling houses have a private rear garden with communal amenity provided for the apartment block.
- 2.12 Parking is provided primarily on plot in the form of a small driveway and a garage with some additional parking provided on street or adjacent to the dwellings it is to serve.

3.0 **Relevant Planning History**

The application site:

- 3.1 16/03388/AOP - Outline application with access to be considered and all other matters reserved for the erection of up to 108 dwellings (Revised Plans and Documents submitted 20/06/2018). – Pending consideration

- 3.2 Adjacent site:

The surrounding area has been subject to a number of recent planning applications for residential development.

18/00388/ADP - Land East Of New Road Weston Turville Buckinghamshire Application for reserve matters pursuant to outline planning permission 14/02072/AOP relating to access, appearance, landscaping, scale and layout for the erection of 64 dwellings, public open space and associated infrastructure

17/00533/ADP - Land East Of New Road Weston Turville Buckinghamshire Application for reserved matters pursuant to outline permission 14/02072/AOP relating to access, appearance, landscaping, scale and layout for the erection of 64 dwellings, public open space, attenuation basin and associated infrastructure – Approved

14/02072/AOP - Land East Of New Road Weston Turville Buckinghamshire Outline planning application with all matters reserved for the erection of up to 64 dwellings, public open space, attenuation basin and associated infrastructure - Approved

3.3 South side of the A41/ West side of New Road:

13/01488/AOP - Land Adjacent To Aston Clinton Road Weston Turville Buckinghamshire Outline application with all matters reserved. Site for 135 dwellings with associated public open space, new vehicular, pedestrian & cycle accesses, landscaping and drainage works – Approved

16/01254/ADP - Land Adjacent To Aston Clinton Road Weston Turville Buckinghamshire Approval of reserved matters pursuant to outline permission 13/01488/AOP relating to access, appearance, layout, scale and landscaping for the erection of 135 dwellings with associated public open space, new vehicular, pedestrian & cycle accesses, landscaping and drainage works

16/00424/AOP Outline planning application (with all matters reserved) for a mixed-use sustainable urban extension comprising: up to 3,000 dwellings and a 60 bed care home/extra care facility (Use Class C2/C3); provision of land for a Park and Ride site; a total of 6.90ha of employment land (comprising of up to 29,200 sq.m. B1c/B1/B2/B8 uses); provision of two primary schools (one 2 form entry and one 3 form entry); a mixed use local centre (3.75ha) with provision for a foodstore of up to 1,200 square metres (GFA), further retail (including a pharmacy), restaurant and café units, a doctor's surgery, gym, public house with letting rooms, professional services, multi-functional community space and a day nursery, and live work units; multi-functional green infrastructure (totalling 108.43ha) including parkland, sports pitches, sports pavilions, children's play areas, mixed use games areas, including a skate park/BMX facility, informal open space, allotments, community orchards, landscaping; extensions to domestic gardens at Tamarisk Way (0.22ha); strategic flood defences and surface water attenuation; vehicular access points from New Road, Marroway, A413 Wendover Road and A41 Aston Clinton Road; a dualled Southern Link Road between A413 Wendover Road and A41 Aston Clinton Road and a strategic link road between the Southern Link Road and Marroway; internal roads, streets, lanes, squares, footpaths and cycleways and upgrades to Public Rights Of Ways (PRoWs); and car parking related to the above land uses, buildings and facilities. Land between Wendover Road And Aston Clinton Road Weston Turville. Resolution to grant permission subject to completion of a legal agreement in October 2017.

3.4 North side of the A41:

15/03806/AOP: Outline application with principal means of access to be considered and all other matters reserved for the construction of up to 400 dwellings (C3 use class), Hotel, Pub and/or Restaurant (C1/A3 use class), extra care housing (C2/C3 use class) (80bed), 5,000 square metres of employment floorspace (B1 use class), a local centre (A1/A2/A3 use class). Public open space, play areas, water meadow and associated

infrastructure including roads. Land North Of Aston Clinton Road, (Former Aston Clinton MDA Site)

18/01277/ADP - Land North Of Aston Clinton Road (Former Aston Clinton Road MDA Site) Weston Turville Buckinghamshire Approval of reserved matters (appearance, landscaping, layout and scale) for 146 dwellings and local centre retail unit pursuant to outline permission 15/03806/AOP – Approved (other reserved matters for this site have also been submitted)

17/04819/AOP -Westonmead Farm Aston Clinton Road Weston Turville Buckinghamshire HP22 5AB Outline application with all matters reserved except for principle means of vehicular access, for up to 157 dwellings, public open space, play area, vehicular access off Aston Clinton Road and associated infrastructure.- Approved

16/01040/AOP - Aylesbury Woodland, College Road North, Aston Clinton Outline application with means of access (in part) to be considered for up to 102,800 sq m employment (B1/B2/B8), up to 1,100 dwellings (C3), 60 residential extra care units (C2), mixed-use local centre of up to 4,000 sq m (A1/A2/A5/D1), up to 5,700 sq m hotel and Conference Centre (C1), up to 3,500 sq m Leisure facilities (A1/A3/A4), up to 16 ha for sports village and pitches, Athletes Accommodation (10 x 8 apartments), and up to 2 ha for a primary school (D1), with a strategic link road connecting with the ELR (N) and the A41 Aston Clinton Road, transport infrastructure, landscape, open space, flood mitigation and drainage.

4.0 Representations

Weston Turville and Aston Clinton Parish Council have objected, and 2 letters of objection have been received. Whilst these objections have been more clearly set out below in Appendix A, the key concerns are development outside settlement boundaries, impact on traffic, congestion, and infrastructure .

5.0 Policy Considerations and Evaluation

Aylesbury Vale District Local Plan (AVDLP 2004): The report will identify where policies are not consistent with the NPPF and the weight to be afforded if not full weight.

Weston Turville Neighbourhood Plan made on 8th August 2018 (WTNP)

Emerging Vale of Aylesbury District Local Plan (VALP): This is now at an advanced stage and weight can be given to the relevant policies in the plan in accordance with the NPPF. The overall approach is:

- **Limited weight:** if there is a new and untested policy introduced by a main modification and subject to consultation.
- **Moderate weight** :where there are objections and the Inspector has requested main modifications and therefore objections can be regarded as being “resolved”. The

context being that the Inspector has considered the proposed modifications and in agreeing them for consultation, has confirmed that he is reasonably satisfied that they remedy the points of unsoundness identified in the examination process so far (as set out in Inspector's note ED185).

- **Considerable weight** : where there are objections but the Inspector has not requested main modifications (and as such the policy will not be changed in a material way) and the objections can therefore be regarded as being "resolved".
- **Significant weight** :where there are no objections and no modifications. These policies are not going to be changed and the next step will be adoption and very significant weight.

The report will identify the weight to be given to the relevant emerging policies.

The National Planning Policy Framework

National Planning Policy Guidance

Principle and location of development

Aylesbury Vale District Local Plan: GP35 (Design of new development proposals)

Weston Turville Neighbourhood Plan: Policy H1 Weston Turville Settlement Boundaries

Emerging Vale of Aylesbury District Local Plan (VALP): S1 (Sustainable development for Aylesbury Vale) (*s considerable weight*); S2 (Spatial strategy for growth), S3 (Settlement hierarchy and cohesive development) (*moderate weight*), D1 Delivering Aylesbury Garden Town (*moderate weight*), BE2(Design of new development) (*moderate weight*)

- 5.1 Policy H1 of the WTNP designates the settlement boundary for the three areas of Weston Turville (Aston Clinton Road, Wendover Road and Hampden Hall and lastly Weston Turville Village) for the purpose of enabling development within the boundary and directing the physical growth of the settlements over the plan period. Policy H1 states that development proposals for small scale development of up to 12 houses within the defined settlement boundaries of Weston Turville will be supported, provided the proposals meet the other policies of this Neighbourhood Plan and Aylesbury Vale Local Plan. Development proposals (other than for rural housing exception schemes, or development as part of the growth of Aylesbury as defined in the emerging Vale of Aylesbury Local Plan), will not be permitted on land outside the Settlement Boundaries unless a number of criteria are met.
- 5.2 In this instance, the proposed development would be outside of the settlement boundary designated for Aston Clinton Road but it does lie within an allocated site, AGT4: Aylesbury south of A41, within the emerging VALP.

- 5.3 It is worth noting that AVDLP Policy RA.14 which seek to restrict development to small-scale rounding off at Appendix 4 settlements (not including Aylesbury) is not regarded as relevant into this application.
- 5.4 The site is allocated for development as part of AGT4 in emerging VALP which comprises Hampden Fields (218ha), Land adjacent to Aston Clinton Holiday Inn (5.79ha) and Land at New Road, Weston Turville (1.7ha). AGT4 anticipates delivery of the following:
- Around 3,111 dwellings
 - 60-bed care home/extra care facility
 - Land for a park & ride site
 - 6.90ha of employment land
 - Two primary schools
 - A mixed use local centre
 - Multi-functional green infrastructure (totalling 108.43ha)
 - Strategic flood defences and surface water attenuation
 - A dualled Southern Link Road between A413 Wendover Road and A41 Aston Clinton Road and a strategic link road between the Southern Link Road and Marroway
 - Cycling and walking links
- 5.5 In respect of the location of the site and transport sustainability, the site is located on one of the strategic highway networks serving the District and there is access to nearby bus stops with bus routes serving Aylesbury, Wendover, Tring, Ivinghoe, Cheddington, Winslow and Buckingham. The train station is approximately 3.4km to the west of the site. Several other developments have been supported in the locality and it is considered that this site is also sustainably located having regard to these. Furthermore the site is recognised in VALP (part), the WTNP and the emerging VALP as being a sustainable location for development.
- 5.6 Aylesbury was given "Garden Town" status in January 2017 as the focus of the majority of the growth for the Vale. The vision for Aylesbury Garden Town builds on the principles of sustainable development with the delivery of high quality new homes, new jobs, new transport improvements, and community infrastructure, open space and recreation.
- 5.7 The vision for Aylesbury Garden Town (AGT) is set around the principles of being a

flourishing settlement that offers the best of town and country living, where growth in housing and jobs go hand in hand and create opportunities for the small and medium size builders and custom build developers to create an offering that meets the needs of our growing community. By 2033, the AGT will have grown significantly by reusing previously-developed sites and by developing a well designed, connected, safe and integrated series of urban extensions (including this site), creating a well connected network of thriving, vibrant communities. It would be an inclusive, innovative and forward looking modern county town that meets the needs and aspirations of existing and new residents, businesses and visitors. Aylesbury will be a key hub, a place to visit, with public transport and interchange offering a diverse choice of travel modes, and a recognised centre for investment and growth providing new jobs and opportunities for all.

- 5.8 The proposed development would be outside of the settlement boundary designated for Aston Clinton Road area but it does lie within an allocated site, AGT4: Aylesbury south of A41, within the emerging VALP. As such it forms part of the growth of Aylesbury in VALP and would not be in conflict with policy H1 of the Neighbourhood Plan, in terms of the principle of development
- 5.9 The latest Five Year Housing Land Supply Position Statement for the Aylesbury Vale area was published April 2019, based on March 2018 data, which shows that the Council can demonstrate 5.64 years worth of deliverable housing supply against its local housing need in this area. This calculation is derived from the new standard methodology against the local housing need and definition of deliverable sites set out in the NPPF and NPPG.
- 5.10 The proposal would contribute to housing land supply which would be a significant benefit. It is considered that there would also be economic benefits in terms of the construction of the dwellings themselves as well as the resultant increase in population which would contribute to the local economy, and this is afforded moderate weight
- 5.11 As set out later in the report the Highway Authority are requesting that the S106 includes a package of off site mitigation measures. It is considered that these measures would enhance the existing locational sustainability of the site further.

5.12 **Affordable housing and housing mix**

AVDLP – Policy GP2

SPD – Affordable Housing

Emerging policy *D1* Delivering Aylesbury Garden Town (moderate weight), H6a Housing Mix (*moderate weight*)

The following mix of affordable and market housing is proposed:

Market Housing	Number	Percentage	HEDNA %
1 x bed flat	0	0%	4%
2 bed flat	0	0%	4%
2 bed house	15	17%	13%
3 bed house	46	54%	52%
4 bed house	24	28%	21%
5 bed house	0	0%	6.5%
Total	85		

Affordable Housing	Number	Percentage	HEDNA %
1 x bed flat	5	13%	9%
2 bed flat	6	16%	6%
2 bed house	13	36%	38%
3 bed house	11	30%	38%
4 bed house	1	2%	9%
5 bed house	0	0%	0%
Total	36		

n.b. percentages may not equal 100% due to rounding

- 5.13 A good overall mix of housing is provided and it is considered that overall the development would make a significant contribution to housing supply, including the provision of a policy compliant level of affordable housing at 30%. The affordable housing is located in different areas of the site ensuring it meets the councils requirements on pepper-potting and clustering. The housing officer is satisfied with the proposed affordable housing provision with a tenure mix of 75% rented and 25% shared ownership. These matters are to be secured as part of the S106 and on this basis the development would accord with the Development Plan policy and the NPPF in this regard. Whilst the site does not deliver self or custom build there are provisions made in the remainder of the emerging AGT4 allocation to accommodate this.
- 5.14 There is no reason that the site could not be delivered within the next five-year period and the provision of affordable housing would also be a significant benefit. As such it is considered that the development would accord with Policy H4 of the WTNP, Policy GP2 of the AVDLP, emerging VALP policy D1 and H6a and the NPPF.
- 5.15 **Transport matters and parking**
AVDLP GP24 (Car parking guidelines), SPG1: Parking Guidelines
- 5.16 Emerging VALP policies D1 Delivering Aylesbury Garden Town (*moderate weight*) T5 (Delivering transport in new development) and T6 (Vehicle parking), Appendix B (Parking Standards) (*moderate weight*)

- 5.17 WTNP Policy T1 states that development proposals should demonstrate that they can deliver appropriate site access and traffic mitigation through agreement with the Highways and Planning Authorities to minimise adverse effects on the local traffic network. Development contributions will be sought to pay for highway mitigation. Policy T2: Strategy for improving pedestrian and cycle connections within the Parish and to surrounding area, states that proposals must demonstrate how existing sustainable transport links can be accessed on the site and where necessary secure improvements to ensure safe access for pedestrians and cyclists. Policy T3: Encourage better planning of public transport, of the WTNP states that where proposals are likely to have a significant impact on the local highway network a sustainable transport strategy will be required and developments must secure improvements to ensure sustainable transport connections are incorporated into the scheme. Furthermore new developments should be proximate to a bus stop and linked to that stop by a footpath.
- 5.18 Policy T4 of the emerging VALP states that proposals for new development will only be permitted if the necessary mitigation is provided against any unacceptable transport impacts which arise from the development. Policy T6 of the emerging VALP requires that Development must provide an appropriate level of parking, taking into account the accessibility of the site, including the availability of public transport, and the type, mix and use of development. These policies are afforded moderate weight.

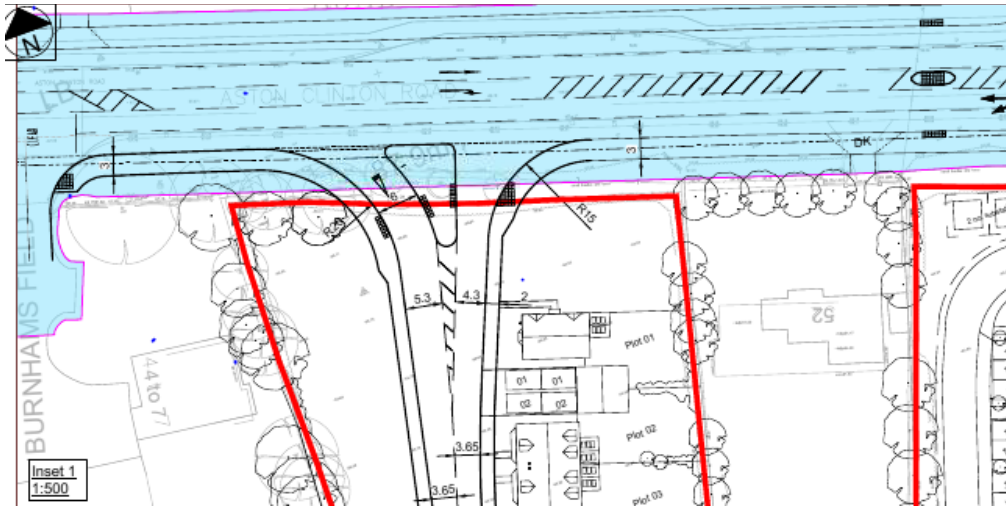
Public transport

- 5.19 As part of the Weston Mead Farm development it is proposed to relocate the westbound bus stop further to the east of the junction of New Road/Aston Clinton Road access. The eastbound stop will remain in its current location, approximately 300m to the west of the site (approximately 4 minutes walk). The westbound bus stop is 420m (approximately 5 minutes walk) with pedestrians accessing this by the controlled crossing that forms part of the traffic signalled controlled access to the MDA site. Although some of the dwellings are not within 400 metres walking distance from the eastbound bus stop, the vast majority are, and all dwellings are within 400 metres of the westbound bus stop. Moving the bus stop further east would disadvantage the residents from the proposed MDA site. The distances to the bus stops are therefore considered acceptable.

Site Access

- 5.20 There would be three accesses to the site. Two points of vehicular access are provided through to New Road, via the south western portion of the application site, and the adjacent development which was granted permission for 64 dwellings. There would be a further access from the A41 provided in the north western corner of the site. This will be

a left turn exit only onto the A41 with a right turn out movement prevented by a splitter island, and a no right turn sign.. Right turning development traffic out of the site will need to travel through the adjacent site through to New Road / A41 signalised junction.



- 5.21 Highways have confirmed that the applicant will have to include a no right turn sign as the width of the A41 is such that, even with the splitter island in place, a right turn could potentially be possible. A Traffic Regulation Order is required to restrict the access to left out only. Highways have confirmed that ff this signage is included, it is considered that the access arrangements are adequate for the proposed development.

Traffic Generation

- 5.22 The trip rates used by the applicant in the Highways Technical Note correspond to the agreed Hampden Fields trip rates. Highways have confirmed that they consider that these trip rates are appropriate on the condition that the development mix corresponds with the proposed mix in the Transport Assessment.
- 5.23 The following junctions have been assessed by highways using data from the Aylesbury Transport Model 2020 (ATM):

- New Road / Site Access
- A41 / Site Access
- A41/ Bedgrove/ Broughton Lane

- A41/ New Road / MDA Access
- New Road / Main Street mini-roundabout

5.24 The A41/ Bedgrove/ Broughton Lane junction and the A41/ New Road / MDA Access junction have been modelled as one linked LINSIG model.

5.25 The following scenarios have been assessed with turning movement flows from the updated ATM:

- Standalone 2036 do minimum scenario
- Standalone 2036 with proposed development
- Cumulative (2036 do minimum scenario plus all live strategic applications and commitments) without proposed development
- Cumulative (as above) with proposed development
- With growth outlined within the Vale of Aylesbury Local Plan (VALP) and cumulative developments including the proposed development (sensitivity test)

New Road / Site Access

5.26 The New Road / site access (LEONR access) is currently under construction and will be a priority T junction. Highways have confirmed that the geometry and entry data have been checked and found to be correct. Table 6.2 of Technical Note TN04A demonstrates that the application will increase the RFC by 1% in the AM and 6% in the PM on the site access arm and by 1% on New Road in the AM peak hour and 3% in the PM peak hour. Tables 6.3 to 6.5 of the Technical Note demonstrate that the site access will operate within capacity in the cumulative and VALP scenarios with development, with minimal queueing and a maximum RFC of 5% only. It can therefore be concluded that the operation of the New Road / Site Access junction is acceptable.

A41 / Site Access

5.27 The proposed ghost island right turn lane priority junction with the A41 (right turn movement out of the site access banned). Highways have confirmed that the geometry and entry data have been checked and found to be correct. Tables 6.6 to 6.8 of the Technical Note demonstrate that the site access will operate within capacity in all scenarios. The RFC on the site access arm varies between 6% and 7% in the three different scenarios, while the RFC on the A41 right turn arm is a maximum of 10% in the PM peak hour in the Standalone with development scenario and reduces to 5% in the Cumulative with development scenario. It can therefore be concluded that the operation of the A41 / Site Access ghost island priority junction (with right turn movements out of the site access banned) is acceptable.

A41 Linked Signal Controlled Junctions with Bedgrove, Broughton Lane, New Road and the MDA.

- 5.28 The standalone model that has been used is the same as that used for the Westonmead Farm proposal, although additional zones have been added between the New Road and Broughton/Bedgrove junctions, The standalone LINSIG model has been reviewed. The model includes the existing layout for the A41/ Bedgrove / Richmond road / Broughton Lane junction and the proposed MDA junction for the A41/ New Road / MDA junction of the model layout, as shown in Appendix G. This layout has also been used in the assessment of the consented Westonmead Farm scheme. Table 6.9 of the Technical Note shows that the junctions will operate significantly over capacity on the A41 East and the Bedgrove arms of the Bedgrove junction in the AM peak hour as well as Broughton Lane and the A41 East arm of the Broughton Lane junction. Broughton Lane also operates significantly over capacity in the PM peak hour.
- 5.29 Table 6.10 of the Technical Note shows the results of 2036 standalone with development traffic. The development traffic increases the degree of saturation on Bedgrove by 7.9% in the AM peak hour from 153.7 to 161.6 with an increase in queue length of 8 vehicles. However, other arms such as Broughton Lane show a slight improvement and the practical reserve capacity (overall capacity on the junctions) improves slightly from -167.8% to -165.4% in the morning peak hour and from -119.0% to -108.1% in the evening peak hour. Highways have confirmed that whilst the impacts of development are relatively small, the existing significant levels of congestion and delay at the junction mean that mitigation measures should be considered.
- 5.30 The Cumulative Scenario has been modelled with the agreed improvement scheme associated with the Hampden Fields and Aylesbury Woodlands developments, which was also previously agreed for this development. This includes the diversion of the Tring Road (Service Road) arm of the junction from A41 to Broughton Lane. The modelling of the A41 Linked Signal Controlled Junctions with Bedgrove, Broughton Lane, New Road and the MDA standalone scenario with the existing layout demonstrated that the junction would operate above its operating capacity. Whilst the impacts of development are relatively small, the existing levels of congestion and delay at the junction mean that mitigation measures should be considered.
- 5.31 The Cumulative Scenario has been modelled with the agreed improvement scheme associated with the Hampden Fields and Aylesbury Woodlands developments, which was also previously agreed for this development. This includes the diversion of the Tring Road (Service Road) arm of the junction from A41 to Broughton Lane.
- 5.32 The modelling showed that there would be a small increase in levels of queuing and delay at the junctions with the development traffic. The Cumulative Scenario with the agreed improvement measures operates significantly better than the Do Minimum Scenario without the improvements. Highway officers therefore consider it is necessary for the applicant to commit to the agreed Bedgrove/Broughton Lane/A41 improvements if the Aylesbury Woodlands and Hampden Fields proposals do not go forward.

- 5.33 The VALP cumulative situation includes infrastructure improvements on other parts of the highway network as proposed only as part of Policy T3, as modified in the draft VALP. The modelling showed that the results are still considerably better than the 2036 Do Minimum Situation and subject to the improvements the cumulative impacts of development continue to be acceptable.

New Road / Main Street mini roundabout

- 5.34 The Technical Note states that geometric parameters used are as modelled within the Hampden Fields and Aylesbury Woodlands Cumulative Assessment Common Descriptive Report, dated April 2017. The geometry has been checked and found to be in line with Hampden Fields and Aylesbury Woodlands. Flows have been checked and no data entry errors have been found. Table 6.14 from the Technical Note shows that in the 2036 standalone scenario the mini roundabout is operating above operational capacity with maximum RFCs of 92% in the AM peak hour and 94% in the PM peak hour.
- 5.35 The New Road / Main Street mini roundabout will be operating above operational capacity in the 2036 standalone scenario with maximum RFCs of 92% in the AM peak hour and 94% in the PM peak hour. In the cumulative scenario the mini-roundabout will operate above theoretical capacity in the AM peak hour on the New Road arm with an RFC of 1.18 and queue length of 85 vehicles. The RFC increases by 2% and the queue length by 8 vehicles which is now predicted to be 93 vehicles with development. The operation of the mini roundabout worsens in the VALP scenario with an RFC of 1.30 and queue length increasing to 121 vehicles in the AM peak hour on New Road. The roundabout will also exceed operational capacity in the PM peak hour on the Main Street arm.
- 5.36 As the development traffic adds to the queuing on this roundabout highway officers are concerned about the impacts on this junction. Some form of mitigation is therefore required and it is considered most appropriate to attempt to reinforce the existing traffic calming to discourage traffic from using the routes through the village rather than increasing capacity. Increasing capacity could attract more traffic to the area contrary to the aims of the link road strategy and based on previous discussions, the views of the Parish Council.
- 5.37 In terms of mitigation at this junction it is considered most appropriate to attempt to reinforce the existing traffic calming to discourage traffic from using the routes through the village rather than increasing capacity. Increasing capacity could attract more traffic to the area contrary to the aims of the link road strategy and based on previous discussions, the strong views of the Parish Council. A draft traffic calming scheme drawing CTP 15-174/SK11 was submitted on the 21st August and discussed with Weston

Turville Parish Council. BC and the Parish Council requested a number of amendments and a revised plan Drawing 15-174-SK11A was submitted on the 18th September 2020. The drawing includes a gateway feature at the entrance to Weston Turville and two junction tables, at Fitkins Meadow and at Walton Place. This proposed traffic calming scheme is considered acceptable and in line with the requirements discussed with the PC.

5.38 A Full Travel Plan to be submitted and agreed by the Local Planning Authority following consultation with the Local Highway Authority to be in general accordance with “Buckinghamshire Council Sustainable Travel Plans Guidelines for Developers”. The approved Travel Plan shall be implemented prior to occupation of the proposed development.

5.39 *Off-site Mitigation*

5.40 Westonmead Farm (19/00619/AOP) received planning permission on 28th May 2020. Additional mitigation was agreed as part of that planning application to extend the two lane exit from the MDA/New Road junction eastwards along the A41, thereby moving the merge further away from the junction and reducing the bottleneck effect on the exit from the junction which has an impact on lane usage, queuing and delay. The location of the new merge is adjacent to 101 Aston Clinton Road, approximately 320m east of the existing merge. This would provide a sufficient distance to ensure the merge does not affect the A41 / New Road / MDA junction and encourage the use of both lanes at the junction, reducing congestion and delay. This development will need to commit to the same improvements along the A41. Highways have confirmed that there is no objection subject to securing the mitigation measures set out below:

- Travel Plan Review Fee, £5,000 towards the auditing of the travel plan (£1,000 per annum for a minimum period of five years).
 - The widening of the A41 eastbound and westbound across the full site frontage and also the full site frontage of Westonmead Farm to provide a dual carriageway.
 - The agreed Bedgrove/Broughton Lane/A41 improvements.
 - Additional traffic calming measures within Weston Turville as shown in principle on drawing 15-174-SK11A.
 - The provision of the site access on to the A41 Aston Clinton Road with associated footway and cycleway works as shown in principle on drawings SK07 Revision E.
 - The provision of accesses to the development site on to New Road.

Parking provision

- 5.41 In respect of car parking provision, Policy H2:Development Design in the Neighbourhood Area of the WTNP requires that provision is made for off-street parking in accordance with the adopted standards unless a clear case can be made for why fewer spaces would be required. Furthermore any car parking spaces should be finished in permeable surfacing to allow for rainwater absorption and to maintain a rural character to the street scene.
- 5.41.1 Policy T2 of the WTNP requires that development proposals must demonstrate how existing sustainable transport links can be accessed from the site and where necessary, secure improvements to ensure safe access for pedestrian and cyclists in line with current industry standards and the Highways Authority policies. Policy GP24 of the AVDLP requires car parking provision to be available in accordance with the SPG on Car Parking Guidelines.
- 5.42 Policy T7 of the VALP required the provision of electric charging points. The applicants propose an indicative level of 20% of units having electric vehicle dedicated charging points, details of which can be secured by condition.
- 5.43 In respect of car parking provision, this is provided on plot and in garages with some parallel parking available. Parking for the apartments is provided in the form of allocated parking spaces to the front and side of the apartment building. All of the parking for the dwelling houses is provided on plot in the form of an allocated parking space, driveway and/ or a garage, and there are some designated parking bays running parallel to the road. and meets parking standards.

Cycle Parking

- 5.44 Cycle parking for the houses is to be provided in the rear garden in the form of a secure shed. Cycle parking for the proposed apartment block will be provided in the form of a secure cycle parking store. This is secured by way of planning condition.
- 5.45 It is considered that the development would accord with the aims of Policies T2 and H2 of the WTNP, the SPG on car parking, Policy GP24 of the AVDLP, policy T5 of the VALP and with the NPPF in this regard.

Transport conclusions

- 5.46 Overall, subject to the mitigation measures proposed it is considered that the development would accord with the aims of Policies T1, T2, T3 and H2 of the WTNP, the SPG on car parking, Policy GP24 of the AVDLP policy D1, T5 and T6 of the VALP and with the NPPF and that it could be implemented without harm to highway safety and convenience and that sufficient parking can be provided.

Natural environment

- 5.47 AVDLP Policies GP.35 (Design of new development proposals) and GP.38 (Landscaping of new development proposals)

WTNP Policy H2: Development Design in the Neighbourhood Area, C3: Public rights of way

Emerging VALP policy BE2 (Design of new development) and NE4 (Landscape character and locally important landscape) both carry moderate weight and D1 Delivering Aylesbury Garden Town (*moderate weight*)

Landscape

- 5.48 In terms of consideration of impact on the landscape, proposals should use land efficiently and create a well-defined boundary between the settlement and countryside and recognise the intrinsic character and beauty of the countryside. Regard must be had as to how the development proposed contributes to the natural and local environment through protecting and enhancing valued landscapes and geological interests, minimising impacts on biodiversity and providing net gains where possible and preventing any adverse effects of pollution, as required by the NPPF.
- 5.49 Policy H2: Development Design in the Neighbourhood Area of the WTNP requires development to reflect the character and scale of surrounding buildings and distinctive local landscape features. It should retain and enhance natural boundaries, including hedgerow and water courses which contribute to visual amenity or are important for their ecological value and a net biodiversity gain should be gained for the Parish. Policy C3: Public rights of way of the WTNP requires proposals to provide and enhance existing networks of footpaths, cycle paths and bridleways and to enhance public access to rural open spaces.
- 5.50 Within the AVDLP, Policy GP.35 requires new development to respect and complement the physical characteristics of the site and surroundings; the building tradition, ordering, form and materials of the locality; the historic scale and context of the setting; the natural qualities and features of the area; and the effect on important public views and skylines. Policy GP.38 states that development schemes should include landscaping proposals designed to help buildings fit in with and complement their surroundings, and conserve existing natural and other features of value as far as possible. Policy GP.84 states that for development affecting a public right of way the Council will have regard to the convenience, amenity and public enjoyment of the route and the desirability of its retention or improvement for users, including people with disabilities. Policy D1 and BE2 of VALP reflect these. The following sections of the report consider the proposal in terms of impact on rights of way, landscape, agricultural land, trees and hedgerows and biodiversity and contamination.

- 5.51 Policy NE4 of the VALP seeks to ensure that scheme respect the local context and landscape character of the area.

Landscape Character

- 5.52 The Aylesbury Vale landscape character assessment places the site within the Southern Vale Landscape Character Area associated with the Vale. Its key characteristics identified relevant to the site are flat landscape in the north rising gently to a rolling land form on the southern edge, landscape continuity interrupted by development and communication corridors, predominance of large open arable fields, and pockets of grazing land and smaller field parcels associated with settlements. This LCA is described as being in poor condition and of moderate sensitivity.
- 5.53 The applicant has submitted a Landscape and Visual Impact Assessment. The LVIA has considered the potential individual and cumulative impacts of the proposed development. The LVIA states that the Southern Vale Landscape Character Area, This character area covers the land to the southeast of Aylesbury extending from the suburban fringe of the town to the Chiltern foothills to the south and east, with the eastern boundary bisecting the village of Aston Clinton. In terms of the sensitivity of this receptor, the LVIA also identifies this character area as being of moderate sensitivity, while its condition is stated to be poor.
- 5.54 The proposal would inevitably change from open countryside with urban influences to an urban character, however there have been developments permitted to the west and north, as set out above, which have already changed the character of this part of the Landscape Character Area. The proposal would be viewed in that context. This is judged to be a low magnitude of change with mitigation in place by the open space and retention of hedgerows limiting the scale and impact of the development. This is a moderate to minor significance
- 5.55 In terms of the wider impact, there are a number of developments recently under construction and planned, as outlined above. With regard to the cumulative effect, the proposed developments in combination are likely to lead to the transformation of the character of much of this character area, from open agricultural land to mixed-use development with associated green infrastructure. This is likely to alter the character of this area, particularly in the case of the Aylesbury Woodlands and Hampden Fields developments, which are major development areas and cover substantial areas of open land.
- 5.56 In respect of the potential for mitigation, each development has sought to mitigate its individual landscape and visual impacts; although it is considered that it is not possible

to develop at this scale without fundamentally changing the character of the receiving landscape.

Visual effects

- 5.56.1 The landscape impact assessment concluded that the site is heavily influenced by its valley bottom location and relationship with the Chiltern escarpment, but also a number of urbanising factors of the holiday inn, A41 and ribbon development, and associated with the edge of Aylesbury. The strong hedgerow boundaries also lend the site a sense of self-containment at ground level, which restricts relationships with surrounding uses. The extent of open space to the southern part of the site will help to soften the transition from open countryside to a more urban appearance and mitigate the development in that localised setting.
- 5.57 The assessment concluded that the proposed development would result in no adverse impacts beyond moderate significance, and therefore, none of these should not be considered substantial in the planning process.

Impact on Chilterns AONB:

- 5.58 In terms of the wider setting, the site is low lying and generally flat landscape with the Chiltern Area of Outstanding Natural Beauty, rising from the foothills approximately 3.7km to the southeast of the site at its closest point. The wider setting to the south-east is in keeping with the Wendover Foothills (East) and Chiltern Scarp (Wendover East) Landscape Character Areas, in that the foothills provide a transitional landscape from the agricultural valley bottom to the heavily forested scarp which forms the skyline in this direction. Officers have taken into account the individual and cumulative impact on views from /to the AONB. There would be an increased amount of development arising from this site, and other developments on this side of Aylesbury including those on New Road adjacent, Hampden Fields, Woodlands, Westonmead Farm, Arla and Aston Clinton Road MDA, however given the size and positioning of this site, and the long distance views, the development would assimilate with the countryside over time, the magnitude of change would be negligible and the proposal would not increase the significant of adverse effects resulting in a minor significance .
- 5.59 Thus in terms of the impact on the wider and more local landscape, the context of the site must be taken into account as outlined above. It is in this context that it is acknowledged that whilst there would be some harm to the wider and more local landscape, these impacts could not be considered to be significant. The existing site is a greenfield site and therefore the level of significant harm from its development must also be acknowledged. Given the developments in the vicinity of the site including those adjacent to New Road, and Aston Clinton Road to its north, it is not considered that a reason for refusal on harm to the landscape could be sustained.

Visual receptors

- 5.60 THE LVIA concluded that the proposed development would have the following adverse effects upon visual receptors:
- Residents of Crestmead: Major significance.
 - Residents of dwellings on Burnhams Field: Moderate significance.
 - Residents of dwellings south of Aston Clinton Road: Moderate significance.
 - Residents of dwellings north of Aston Clinton Road: Moderate/Minor significance.
 - Occupants of Holiday Inn Hotel: Minor significance.
 - Users of Public Footpath WTU/7/1: Moderate significance.
 - Users of Aston Clinton Road: Negligible significance.
 - Users of B4009 Upper Icknield Way: Moderate/Minor significance.
- 5.61 It is acknowledged that there would be a change in the views across open countryside and towards the Chiltern Hills from Crestmead through the gap in the existing southern boundary of that property, and the introduction of dwellings. There is a dense western boundary hedgerow to Burnhams Fields which would limit views to roof tops and filtered views through the hedgerow in winter months. In terms of those residents in Aston Clinton Road there is boundary vegetation which would reduce views and oblique views across the site would be mitigated by the open space. The majority of residents would experience a minor or moderate impact and in the worst case, Crestmead residents bordering the site would experience 'major adverse' cumulative impacts but that beyond this the effects would diminish to 'moderate adverse' in the wider local context.
- 5.62 The users of nearest footpath experience views towards the southern boundary hedge of the site with commercial and residential also in this view. This would change, although the built area is set back with the area of open space and tree planting mitigating this view. This would be moderate, and cumulatively have a minor adverse effect. Those from the users of Aston Clinton Road and Upper Icknields Way would result in negligible change and cumulatively the magnitude of the impact is unlikely to change.
- 5.63 Of these impacts, only the impact upon the residents of Crestmead is considered to be substantial and this would need to be considered in the overall balance. The assessment concluded that should the consented and proposed development surrounding the site be built out, then this would further reduce the significance of most impacts by introducing residential dwellings to many views and obscuring existing views of the Chiltern escarpment.

Landscape Conclusion

- 5.64 In summary the strong hedgerow boundaries lend a sense of containment which restricts relationships with surrounding uses. The assessment of the individual and cumulative visual impact of the proposed development along with surrounding development proposals concluded that the impact is moderate and not substantial in the planning process. The cumulative impact would be an adverse impact of moderate significance due to the change in landscape character from agricultural land to development. It further concluded, however, that the small scale of the site in adjacent proposed developments to the north and south was such that the development of the site itself would not cumulatively alter the significance of this impact.
- 5.65 On this basis and in looking at the context of the site and subject to securing a suitable detailed landscaping scheme it is considered that the development would accord with the Development Plan comprising the WTNP and the AVDLP and with the NPPF in terms of the impact on the landscape.

Agricultural land

- 5.66 Paragraph 170 of the NPPF advises that Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land and, where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. There is no definition as to what comprises 'significant development' in this context but the threshold above which Natural England are required to be consulted has been set at 20 hectares so the site (including the wider site) falls below this threshold.
- 5.67 The applicants have advised that the agricultural grading of the land is 3b with access over urban land. It is therefore considered that this proposal would not represent the loss of any best and most versatile land. On this basis, whilst there would be loss of grazing/ paddock land, given the size of the site and the grading of the land it is not considered that there would be a conflict with the NPPF in this regard.

Impact on Public Rights of Way

AVDLP – GP84 (Public rights of way)

WTNP C3: Public rights of way

VALP T7 (Footpaths and cycle routes)

- 5.68 There are no public rights of way through the site. The views from nearby footpath are dealt with above. As part of the package of highway measures the Highway Authority are looking to secure contributions towards extending the footway and cycleway on the northern side of the A41. As such it is considered that this matter would accord with Policies T2 and C3 of the WTNP and Policy GP84 of the AVDLP, VALP and with the NPPF.

Trees and hedgerows

- 5.69 AVDLP GP39 (Existing trees and hedgerows) and GP40 (Retention of existing trees and hedgerows)

WTNP: H2 Development Design in the Neighbourhood Area

Emerging AVDLP NE8 (Trees, hedgerows and woodlands) (*moderate weight*)

- 5.70 Policy H2 of the WTNP requires that new development retains and enhances natural boundaries including hedgerows which contribute to visual amenity. Policies GP.39 and GP.40 of the AVDLP seek to preserve existing trees and hedgerows where they are of amenity, landscape or wildlife value. The long term vision of the tree planting is:

- 5.71 The application is supported by a full tree survey, providing an assessment of the existing trees and their relationship with the proposed development, which is considered to be a fair and accurate description of the trees within the site.

- 5.72 A suitable landscape planting scheme incorporating native trees, and tree protection measures could be secured by condition. On this basis it is considered that the development would accord with Policy H2 of the WTNP and with policies GP.39 and GP.40 of the AVDLP and with the NPPF.

Ecology

WTNP policy H2 and E3 Biodiversity

Emerging VALP NE1 (Biodiversity and geodiversity) (*moderate weight*)

- 5.73 Paragraph 170 of the NPPF requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Policies H2 and E3 of the WTNP require that new development conserves and enhances biodiversity and provides a biodiversity net gain for the parish. The proposals involve the development of a greenfield site and therefore are likely to have a negative impact upon biodiversity if unmitigated. The applicant has submitted an Ecological Assessment and appraisal which sets out a number of mitigation and enhancement measures which could be incorporated into the scheme to provide a net gain. Policy NE1 of the VALP requires new development to deliver a net gain in biodiversity.

- 5.74 The application has been accompanied by ecological surveys submitted as part of the application. The recommendations of these reports include precautionary working methods for reptiles, birds and badgers. In respect of bats a minimum of 30 bat boxes

integrated into the building(s) on a southerly aspect/orientation (south, south-west and south-east). In respect of birds a minimum of 30 bird boxes integrated into the building on a northerly aspect/orientation (north, north-east and north-west). In respect of hedgehogs boundaries and barriers within and surrounding the development, including fencing, railing and gates need to be made permeable to hedgehogs through the provision of 'Hedgehog Highways'.

- 5.75 The application is also supported by a Biodiversity Net Gains Assessment report (Ethos Environmental Planning, April 2020), DEFRA Metric (02/04/2020) which demonstrates a biodiversity net gain of 2.34 Biodiversity Units (1.67 Habitat Units and 0.67 Hedgerow Units) which equates to gains of 7.91% and 8.34% respectively.
- 5.76 The Council's Biodiversity Officer has reviewed the submitted information and has no objection to the scheme. Planning conditions are required to ensure net gains in biodiversity by helping to deliver the Buckinghamshire and Milton Keynes Biodiversity Action Plan targets in the biodiversity opportunity areas. A monitoring and management plan will be required for biodiversity features to ensure their long-term suitable management (secured through planning condition).
- 5.77 The submission of a Construction Environment Management Plan (CEMP) and Habitat Management Plan (HMP) detailing, in full, measures to protect existing habitat during construction works and the formation of new habitat to secure a habitat compensation and biodiversity net gain of no less than 2.34 Biodiversity Units (1.67 Habitat Units and 0.67 Hedgerow Units),
- 5.78 Having regard to the above and the ability to secure net gains, it is considered that the proposal would accord with Policy E3 of the WTNP, emerging policy NE1 of the VALP and with the NPPF.

Community facilities

AVDLP: GP86-88 Leisure and open space provision of community facilities and GP94 provision of community facilities

WTNP: HE1, Improvements to health facilities by contributions from developers of new housing, access to Education provision HE2 access to Education provision

Emerging VALP: D1 Delivering Aylesbury Garden Town (moderate weight), I1 green infrastructure (moderate weight, I2 Sport and recreation (moderate weight, I3 community facilities (moderate weight)

- 5.79 The NPPF seeks to achieve healthy, inclusive and safe places, promoting social interaction, safe and accessible development and support healthy life-styles. This should include the provision of sufficient choice of school places, access to high quality open

spaces and opportunities for sport and recreation and the protection and enhancement of public rights of way, and designation of local spaces.

- 5.80 Policy HE2 of the WTNP states that developer contributions will be sought in relation to residential development towards the funding of new school places to expand the capacity at existing schools or provision of new education facilities. Policy HE1 of the WTNP states that developer contributions will be sought in relation to residential development to fund improvements to service capacity for health facilities where the Clinical Commissioning Group has demonstrated that the development will create pressure on service provision and a requirement can be justified. Policies GP.86-88 and GP.94 of AVDLP seek to ensure that appropriate community facilities are provided arising from a proposal (e.g. school places, public open space, leisure facilities, etc.) and financial contributions would be required to meet the needs of the development. VALP policy
- 5.81 With regards to education, a financial contribution to expand primary and secondary schools in the planning area to accommodate the above development would be required. Secondary schools are currently at capacity and estimated pupil growth from over 8000 homes with outstanding permission is projected to put significant increased pressure on secondary schools, with a significant deficit of places projected. Primary schools are also at capacity and there are plans to expand existing schools in the area to accommodate increased demand from additional housing growth.
- 5.82 In terms of primary care, the Clinical Commissioning Group have responded stating that access to GP appointments is a national issue and they are working to promote different ways of offering consultations to cope with the increase in demand. Nationally primary care providers will need to look at new models of care, using the skillsets of different types of clinical professions to offset the demand from increased patient numbers. Additionally there needs to be a focus on patient education to understand the correct use of GP appointments as there has been an increase in inappropriate use of GP time. The CCG acknowledge that they have been consulted by AVDC on the longer term local plans and have submitted a response stating their commitment to the provision of adequate and appropriate primary care facilities to meet the needs of the local population. They comment that the Westongrove Partnership will also have to contend with considerable housing growth from other developments in the area which collectively, will pose a real challenge to this practice in terms of infrastructure (capacity versus demand for appointments, car parking and infrastructure such as more consulting space and larger/additional waiting areas). They consider that the impact of smaller developments is harder to evidence in terms of healthcare provision particularly as development often takes place piecemeal. However, the effects can be significant, particularly on a practice that is used to catering for small village communities. The CCG

conclude by saying that it is unlikely that any of these smaller scale developments would be large enough to generate a new build and therefore the CCG anticipate that there might be a requirement for modification to existing infrastructure and as such would expect a contribution from the developer towards these additional costs.

- 5.83 Insufficient information or policy justification has been given for the need for a financial contribution by the CCG at the time of writing the report nor has a project been specified to deliver the infrastructure for which contributions are requested at this stage to satisfy the requirements under the CIL regulations. Officers are of the opinion that since the provision of health facilities is normally within the remit of the NHS, and that the request has not satisfied the CIL regulations test it is not considered that it would be appropriate to seek to secure contributions at this stage.
- 5.84 In respect of open space, the masterplan plan identifies areas of open space to the east of the site, comprising 12,357 sqm including LEAP provision, with some further open along the frontage with Aston Clinton Road. The Council's Park's and Recreation Officer has commented that the amount of open space required for the future occupiers of the development in accordance with the Council's adopted requirements and that the LEAP should adhere to standards and buffer distances to dwellings and should achieve Good RoSPA rating. These are matters which will be secured as part of the S106 agreement.
- 5.85 Having regard to the above, it is considered that, subject to the completion of a S106 in respect of the above matters, the proposed development would accord with the AVDLP policies GP86-88 and GP94, WTNP policies, emerging VAALP policies and to the guidance contained within the NPPF. It is concluded that the proposed development would create safe and healthy communities in accordance with the guidance set out in the NPPF.

Raising the quality of place making and design

AVDLP Policies GP.35 (Design of new development proposals) and GP.38 (Landscaping of new development proposals)

Emerging VALP policy BE2 (Design of new development) and NE4 (Landscape character and locally important landscape) (*moderate weight*), *D1 Delivering Aylesbury Garden Town (moderate weight)*

- 5.86 Policy H2: Development Design in the Neighbourhood Area of the WTNP sets out a number of criteria that would be expected to be met if proposals for development are to be supported. These include matters such as scale, density, height, massing, landscape design, layout and materials, reflecting the character and scale of the surrounding buildings and of distinctive local landscape features, retention and

enhancement of natural boundaries, ensuring any car parking spaces, where required, use permeable surfaces to allow for rainwater absorption and to maintain a rural character to the street scene. Furthermore new and innovative architectural design will be strongly supported, provided that they are sympathetically integrated into the existing street scene.

- 5.87 Policy GP.35 of the AVDLP which requires development to respect and complement the physical characteristics of the site and the surroundings, the building tradition, ordering, form and materials of the locality, the historic scale and context of the setting, the natural qualities and features of the area and the effect on important public views and skylines. Policy GP.45 is also relevant and that any new development would also be required to provide a safe and secure environment for future occupiers of the site.
- 5.88 Emerging Policy BE2 of the VALP requires a high standard of design and for new development to respect the context and character of the area and this is afforded moderate weight. Policy BE4 of the VALP requires new development to respect the density of the surrounding area.
- 5.89 The land is currently used as a single paddock and as such is flat and largely open with vegetation, trees and hedgerows around the boundaries of the site. Aston Clinton Road and the surrounding areas contain a variety of detached, semi-detached and terraced properties, predominantly 2 storey in height, ranging from Victorian and Georgian to modern day detached housing, with the exception of The Holiday Inn, constructed of a mix of brick and render. Roofs are finished in either natural slate or red/ brown plain tiles. Roofs are either gable ended or hipped and there are examples of both closed eaves and open eaves with exposed rafters. Boundaries to front gardens include black metal railings, hedging, brick walls and picket fences with low lying hedging being the most common external boundary treatment.
- 5.90 *Making Effective Use of Land:* The density (29 dwellings per hectare based on a developable site area of 4.3 hectares) which is similar to that on the adjacent site to the west and less than that to the north. It is considered that the proposed density offers an efficient use of land in a sustainable location on the edge of Aylesbury that is consistent with the Garden Town principles. Consideration is given in the report to the impact on the natural environment, living conditions and character of the area as well as securing a well-designed development.
- 5.91 *Layout*
- 5.92 In terms of the layout the proposal shows an accessible, legible and permeable layout which would generally follow good urban design principles with the use of perimeter

blocks and buildings, a central small green area and open space to the south east forming focal points to provide a sense of place, enclosed backs and active frontages.

There would be a set back from the Aston Clinton Road frontage continuing the strong building line along this frontage and The amended layout provides a clearer hierarchy of streets **and variations in building lines.** There would be set backs and varying house types and roof heights.

- 5.93 In terms of access and providing an interconnected set of streets the layout has adopted a perimeter block approach with the primary access streets running around the edges of the site with secondary private drives connecting the streets within the development. Access is provided into the wider area through the development to the south east of the site connecting through to New Road. A network of footways provides good links throughout the development, and through to New Road and the A41. It is considered that the road and street layout ensures there is good pedestrian permeability through the site and that it is well connected to the wider area.
- 5.94 *Scale:*
- 5.95 The heights predominantly 2- 2.5 storeys are consistent with the character of the surrounding area, with one three storey apartment building limited towards the northern boundary of the site fronting onto the A41. This would provide a focal point which is similar to that on the northern side of the A41. The 3 storey block is 12m high, building heights for the houses reduce down to the fringe areas and no more than 9m high.
- 5.96 *Appearance:*
- 5.97 In terms of the design of the dwellings, there are a number of house types proposed which create a varied and interesting streetscene across the site with adequate space around buildings. The applicant has specified a mixture of red multi stock brick with some use of render which will give the proposed housing a traditional appearance. . Further details can be secured by condition. The design of the dwellings incorporates some architectural detailing in the form of feature brickwork and projecting bays and feature windows and creates local identity. These elements help to add visual interest to the dwellings and ensures that the overall design and appearance will be of high quality and enhance the character of the area. The apartment building has been designed with a variation in height from 2.5 dormered elements to 3 storey gables features, which help to break up the appearance and massing of this building
- 5.98 The open space would provide a satisfactory level of public amenity and meet garden town principles. The positioning and size of the LEAP is shown within the open space to the east of the site. These spaces are to comprise a variety of equipped and unequipped play opportunities and to include native planting; provide a range of activities and elements which encourages interaction using natural elements. Demonstration is required that the equipment specification for the play areas is acceptable and conforms

to required standards. There are appropriate buffer zones to the closest residential dwellings and they are located so as to allow a good degree of passive surveillance.

- 5.99 In terms of boundary treatment, the DAS advises that this would include fencing, low brick walls and hedgerows to replicate the character of the area. Where rear garden boundaries back onto the public realm, bricks walls will be used. Further details can be secured by condition. With regards to designing out crime states that the development would be designed in accordance with Secured by Design principles such that houses are generally back to back or abut each other, front doors are overlooked, parking is provided close to the dwelling it serves and predominantly within the curtilage of the dwellings. It is considered that crime prevention design features have been adequately provided in accordance with policy GP45 of the AVDLP.
- 5.100 The layout has had regard to refuse and service vehicle provision, and tracking of such vehicles has been provided. Waste and recycling provision is to be accommodated on plot for all houses, and rear access to meet carrying distances. The apartments have dedicated waste and recycling stores. Details of refuse storage and collection, and cycle parking are in accordance with the guidelines Further details can be secured by condition
- 5.101 Overall, it is considered that the proposed development will provide an attractive good quality residential scheme. The design has been informed by the surrounding context and it is considered that the use of design details will add interest to the elevations and the use of high quality materials will enhance the character and appearance of the area in accordance with Policy H2 of the WTNP, policy GP.35 of the AVDLP, emerging polices D1, BE2 and BE4 of the VALP and the NPPF.

5.102 *Historic environment (or Conservation Area or Listed Building Issues)*

AVDLP policy GP53 (New development in and adjacent to Conservation Areas)

Emerging VALP policies BE1 (Heritage Assets) (*moderate weight*)

- 5.103 The NPPF recognises the effect of an application on the significance of a heritage asset is a material planning consideration. Paragraph 193 states that there should be great weight given to the conservation of designated heritage assets; the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset, or development within its setting. Any harm or loss should require clear and convincing justification. Paragraph 189 extends this provision to non-designated heritage assets with an archaeological interest. Special regard has been given to the statutory test of preserving the setting of listed buildings

under section 66 of the Planning (Listed Building and Conservation Areas) Act 1990, which is accepted is a higher duty. There are no scheduled monuments or listed buildings are present within the application site, nor does it lie within a conservation area. There is one Grade II listed building immediately adjacent to the west of the site – Broughton Barn. Broughton Farmhouse was also listed Grade II but a fire in 1984 destroyed part of its early fabric and it was de-listed in 2006.

- 5.104 The Council's conservation officer has commented that Broughton Farm complex is for most part screened by trees along the western site boundary but there is a small stretch which is fenced that give views of the farmhouse from the site. There is no inter-visibility between the site and the scheduled monument at Manor Farm.
- 5.105 There is limited intervisibility with the Barn at Broughton Farm. The setting of the farm buildings has to some extent been compromised by development along New Road and the hotel to the south and the listed building has lost its original rural landscape setting. Its significance as a listed building has also been reduced since its conversion to residential use. The proposed development will have limited impact on its significance and change in its setting. Additional planting of trees along the western boundary to provide improved screening would result in no harm. Therefore the proposal would preserve the setting of the listed buildings and accord with section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 and the heritage aspects of the NPPF.
- 5.106 With regards to archaeology, given the archaeological potential of the site, the proposed development area was evaluated by Prospect Archaeology in 2019. The report concludes that there is extensive evidence for both later Iron Age and Roman settlement activity to the north, west and south of the application site, and the Roman road Akeman Street forms the northern Site boundary. Geophysical survey of the site has identified medieval/post-medieval ridge and furrow in two discrete areas of the Site, separated by a field boundary which may have originated as a plough headland. It is likely that this area was always used for agricultural purposes through the medieval and post-medieval periods.
- 5.107 In summary there is not considered to be a conflict with the NPPF in respect of heritage assets and the development would accord with the aims of Policy H2: Development Design in the Neighbourhood Area of the WTNP and emerging VALP policy.

Flooding and drainage

Emerging VALP policy I4 (Flooding) (*moderate weight*)

- 5.108 The site is within Flood Zone 1 and according to the flood map for surface water provided by the Environment Agency, the site lies in an area of very low risk of surface water flooding. A site specific Flood Risk Assessment (FRA) was submitted in support of

the application. The FRA concludes that the site is at the lowest possible risk of flooding and can be developed safely without increasing flood risk elsewhere, and with due consideration to the potential effects of climate change. The Local Flood Authority (LFA) have also confirmed that the site is at low risk of surface water flooding, however the LFA noted that half of the site is at risk from reservoir flooding if there is a reservoir failure. The Environment Agency published mapping shows that the area susceptible to flooding should the reservoir fail is in the middle of the site. Historical flood maps show that there are no reported incidences of flooding within and in the vicinity of the site.

- 5.109 The surface water drainage system is designed in accordance with CIRIA C753 'The SuDS Manual' (2015) and to the emerging National Standards produced in support of the Flood and Water Management Act 2010. The site is indicated to be underlain by Head (clay, silt, sand and gravel) and shallow infiltration methods for the disposal of surface water are unlikely to be feasible. All surface water runoff from the proposed development will be discharged to the nearby ditch at rates restricted to existing greenfield rates to ensure that flood risk is not increased downstream as a result of the proposed development
- 5.110 Surface water run-off from impermeable areas (roof and road areas) will discharge via an adoptable surface water network beneath the roads to one of two ponds (attenuation basins), which will be sized to provide attenuation storage for the 1 in 100 year event including allowance for a 40% increase in rainfall intensities as a result of climate change. The ponds will then be discharged to the existing ditch in the eastern corner of the site.
- 5.111 The LFA have confirmed that they have no objections subject to conditions to secure approval of a surface water drainage scheme for the site, based on sustainable drainage principles and a whole life maintenance scheme for the SuDS scheme by conditions or S106 whichever is appropriate. In respect of foul drainage, a condition could be imposed to ensure that appropriate details of a foul drainage scheme are submitted for approval and implemented prior to occupation of the development.
- 5.112 Having regard to the above matters, it is considered that the development could be appropriately flood resilient and that surface water drainage and foul drainage has been accounted for and as such the development would accord with Policy H2 of the WTNP and with the NPPF.

Supporting high quality communications

- 5.113 Paragraph 114 of the NPPF requires Local Planning Authorities' to ensure that they have considered the possibility of the construction of new buildings or other structures interfering with broadcast and electronic communications services. Given the nature

and location of the proposed development, it is considered unlikely for there to be any adverse interference upon any nearby broadcast and electronic communications services as a result of the development.

- 5.114 Policy B3: Improvements to broadband and other fibre optic connections of the WTNP states (amongst other things) that the Neighbourhood Plan will support the provision of improvements to broadband and other fibre optic connections to both residential and business properties in the Parish. Proposals should include the pre-requisite infrastructure required for broadband connectivity and implementation in the sites development at the earliest stage to ensure that they can be connected to the superfast broadband network at the earliest opportunity and have the capacity to “future proof” infrastructure/apparatus to industry standards. It is therefore considered a condition requiring details of broadband and other fibre optic connections to be submitted for approval would satisfactorily address the requirements of this policy. Overall it is considered that the proposal would accord with Policy B3 of the WTNP and with the guidance set out in the NPPF in this regard.

Amenity of existing and future residents

AVDLP - GP.8 (Protection of the amenity of residents)

Emerging VALP policy BE3 (Protection of the amenity of residents) (*considerable weight*)

- 5.115 The closest residential properties to the site are numbers 52 and 66 Aston Clinton Road. Number 52 is a large detached property with a large rear garden, fronting on to the A41, and the development would wrap around the rear and side boundaries of the properties curtilage. Other properties include 4 to 7 Burnhams Field located to the west of the application site and the development in New road to the south west of the site.
- 5.116 To the east lies the apartment block which is 12m high, separated from No 52 by a landscaped strip, road and parking. The distance of approx. 18 m to the side boundary to the proposed buildings would ensure overlooking, light and outlook are satisfactory. The layout also allows for the retention of boundary vegetation hedging.
- 5.117 To the western boundary of No 52 there would be 2 and 2.5 storey dwellings backing onto the side boundary at distances varying between 10- 15m at ground floor and 12- 18m at first floor. This would be a normally accepted distance building to boundary and no undue loss of light, privacy or outlook would result. To the rear boundary are car parking spaces and internal access road, which would not adversely affect amenities..
- 5.118 In terms of No 66, the nearest dwellings would be separated by green space and internal road, and no undue loss of light, privacy or outlook would arise.
- 5.119 Whilst there will inevitably be some noise and disturbance during construction works, this is temporary and a construction management plan could be secured by condition to

ensure construction storage is adequately controlled along with deliveries. The layout will include access roads near the boundary of the neighbouring property however it is considered this is an acceptable relationship and whilst there will be some increase in noise compared to a green field, this would not be unusual nor to an unreasonable level to justify a refusal.

- 5.120 Further landscape features including tree planting are shown on the layout plan in between the existing properties adjacent to the site and the development site, which will soften views. Whilst it is apparent that the proposed development would alter views from properties neighbouring the site, private views such as this are not a material planning consideration. It is considered that the layout plan adequately demonstrates that the layout would avoid unneighbourly relationships between dwellings.
- 5.121 The siting of the proposed LEAP has been considered to ensure natural surveillance to discourage antisocial behaviour whilst also maintaining an adequate buffer between it and nearby residential properties.
- 5.122 Turning to the amenities of the proposed dwellings these would be adequately spaced and ensure that a satisfactory level of amenity is provided for future occupiers. Rear gardens and public amenity space is also provided to a satisfactory level. Environmental health have suggested a condition relating to noise mitigation measures to protect against undue noise from the A41. This can be secured by condition.
- 5.123 In summary it is considered that the proposed development would not unduly harm the residential amenities of nearby properties in terms of their light, outlook or privacy. Although there will be some impact from construction traffic a condition can require the submission of a Construction Traffic Management Plan to ensure that construction storage within the site is appropriately controlled along with deliveries. It is considered the proposed development would ensure an adequate level of residential amenity for existing and future occupiers in accordance with Policy H2 of the WTNP, Policy GP8 of the AVDLP, BE3 of VALP and NPPF advice.

Building sustainability

LC9 (General Design Principles)

Emerging Policy C3 (Renewable Energy) of VALP (*moderate weight*)

- 5.124 The applicants confirm that there will be a fabric first approach to energy efficiency, creating highly sealed and thermally insulated buildings, and orientation of buildings to maximise light, and south facing areas .

6.0 Developer contributions

- 6.1 As noted above, there are a number of requirements which would need to be secured in a Planning Obligation Agreement to secure their delivery, namely financial contributions towards education provision (primary and secondary), bus stop improvements, off-site sport and leisure provision, on-site provision of affordable housing, on site public open space and play areas, and sustainable transport measures and off site highway works, SUDs maintenance.. Specific projects are also to be identified for the financial contributions to ensure compliance with latest Government Guidance in consultation with the Parish Council and County Council.
- 6.2 It is considered that such requirements would accord with The Community Infrastructure Levy (CIL) Regulations 2010. Regulation 122 places into law the Government's policy tests on the use of planning obligations. It is now unlawful for a planning obligation to be taken into account as a reason for granting planning permission for a development of this nature if the obligation does not meet all of the following tests; necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.
- 6.3 In the context of this application the development is in a category to which the regulations apply. The requirement for all of the above named measures, if the proposals were to be supported, would need to be secured through a Planning Obligation Agreement. These are necessary and proportionate obligations that are considered to comply with the tests set by Regulation 122 for which there is clear policy basis either in the form of development plan policy or supplementary planning guidance, and which are directly, fairly and reasonably related to the scale and kind of development. Specific projects are to be identified within the Section 106 in accordance with the pooling limitations set forth in CIL Regulation 123 to ensure that the five obligations limit for pooled contributions is not exceeded.

7.0 Weighing and balancing of issues / Overall Assessment

- 7.1 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition,

Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

- a. Provision of the development plan insofar as they are material,
- b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
- c. Any other material considerations

- 7.2 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development which for decision taking means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 7.3 There are relevant development plan policies that apply to this application. Those policies which are most important for determining this application are H1, H2 of WTNP, GP35 of AVDLP and all are consistent with the NPPF. Given officers have considered the suite of the most important policies and not solely relied upon policy H1 of the WTNP in concluding on the approach set out in paragraph 11 of the NPPF . In this instance AVDLP Policy G35 and WTNP H2 are in full compliance with the NPPF and therefore up to date. Special regard has been given to the statutory test of preserving the setting of nearby listed buildings and the conclusion is that the proposal would preserve the setting of these buildings.
- 7.4 The scheme has also been considered acceptable in terms of its impact to residential amenity, achieving well-designed places, parking and access, promoting sustainable transport, meeting the challenge of climate change and flooding, and conserving and enhancing the natural environment and preserving the historic environment, however these do not represent benefits of the scheme but rather demonstrate an absence of harm to which weight should be attributed neutrally.
- 7.5 In the terms of applying paragraph 11 of the Framework it is concluded the proposal would accord with the development plan and there are no material considerations that indicate a decision otherwise.

7.6 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

8. Working with the applicant / agent

8.1 In accordance with paragraph 38 of the NPPF (2019) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.

8.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

8.3 In this instance:

- The applicant was provided the opportunity to submit amendments and additional information to the scheme/address issues.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

9. Recommendation

9.1 The officer recommendation is that the application be Deferred and Delegated to officers for approval subject to the satisfactory completion of a S106 agreement to secure the requirements set out in the report and subject to any conditions considered appropriate or refuse if a satisfactory S106 agreement cannot be complete for such reasons as officers considers appropriate.

Appendix

A1.0 Weston Turville Parish Council – Object

1. The site is within the area covered by the newly made Weston Turville Neighbourhood Plan and is outside the defined settlement boundary. The WTNP policy H1 states that no development will be permitted on land outside the settlement boundaries.

2. A number of other developments in this area have already been approved and the Parish Council is of the opinion that the Aston Clinton Road/Tring Road artery will be overburdened to an unacceptable degree if more development is approved without adequate mitigation measures. Concerns were also raised about access to/from the site particularly if right turns are permitted on this extremely busy stretch of road.

3. The existing infrastructure is insufficient to meet the demands of this developments. Schools and GP surgeries are already under pressure and although new facilities are proposed by the Hampden Fields development and the adjoining Woodlands development, they will not be open for a number of years. The Parish Council will send a representative if this application is considered by Committee.

The amended plans do not change this.

A1.1 Bierton with Broughton Parish – Object

This proposal would add yet another access onto the already congested A41 (at least another 300 movements per day at peak times). It should not be considered until the new strategic road network (ELR (S) and the other links through to the Wendover bypass) has been opened (currently "promised" for 2021) and sufficient meaningful data has been collected to confirm the effects that this has on A41 traffic.

2 Letters of objection have been received raising the following concerns:

- Noise impact of the proposed development
- It will have an adverse impact on the residential amenity of neighbouring properties
- Traffic or Highways impact. It will be three more years before any new highway infrastructure is available to relieve congestion on A41, this application is premature. Right turn movements out of the site will be very difficult at peak times. Traffic needing to make that movement would have to turn left into New Road and change direction at the Holiday Inn or in one of the new developments. Again, exit from New Road in the morning peak is often delayed by the weight of traffic on A41.

A2.0 Consultation responses:

A2.1 BCC Highways - No objection subject to mitigation measures secured by S106 Agreement.

A2.2 Landscape Officer – No objection subject to conditions to require submission of a detailed landscaping scheme

A2.3 Parks and Recreation – Following the amended plans sufficient open space is being provided on site. The LEAP should adhere to standards and buffer distances to dwellings and should achieve a Good RoSPA rating. Financial contribution required for off-site sport and leisure facilities.

A2.4 Recycling and Waste – No objection

A2.5 BCC Archaeology – No objection subject to following condition

No development shall take place, unless authorised by the local planning authority, until the applicant, or their agents or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority.

A2.6 Heritage – No objection subject to a condition to require submission of a detailed landscaping scheme

Broughton Farm complex is for most part screened by trees along the western site boundary but there is a small stretch which is fenced that give views of the farmhouse from the site. There is no inter-visibility between the site and the scheduled monument at Manor Farm.

There is limited intervisibility with the Barn at Broughton Farm. The setting of the farm buildings has to some extent been compromised by development along New Road and the hotel to the south and the listed building has lost its original rural landscape setting. Its significance as a listed building has also been reduced since its conversion to residential use. The proposed development will have limited impact on its significance and change in its setting. Additional planting of trees along the western boundary to provide improved screening would result in no harm.

A2.7 BCC SUDS – No objection subject to conditions to secure approval of a surface water drainage scheme for the site, based on sustainable drainage principles and an

assessment of the hydrological and hydro-geological context of the development and a whole life maintenance scheme for the SuDS scheme.

A2.8 The Environment Agency – No comment

A2.9 Thames Water – No objection subject to a condition to require that no occupation beyond 20 dwellings until confirmation has been provided that either:- all foul water network upgrades required to accommodate the additional flows from the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied.

A further condition to require that no more than 100 dwellings are occupied until all water network upgrades required to accommodate the additional flows from the development have been completed

A2.3 Buckinghamshire Clinical Commissioning Group - The Westongrove Partnership will have to contend with considerable housing growth from other developments in the area which collectively, will pose a real challenge to this practice in terms of infrastructure (capacity versus demand for appointments, car parking and infrastructure such as more consulting space and larger/additional waiting areas). The impact of smaller developments is harder to evidence in terms of healthcare provision particularly as development often takes place piecemeal. However, the effects can be significant, particularly on a practice that is used to catering for small village communities. It is unlikely that any of these smaller scale developments would be large enough to generate a new build and therefore it is anticipated that there might be a requirement for modification to existing infrastructure and a contribution from the developer towards these additional costs would be expected.

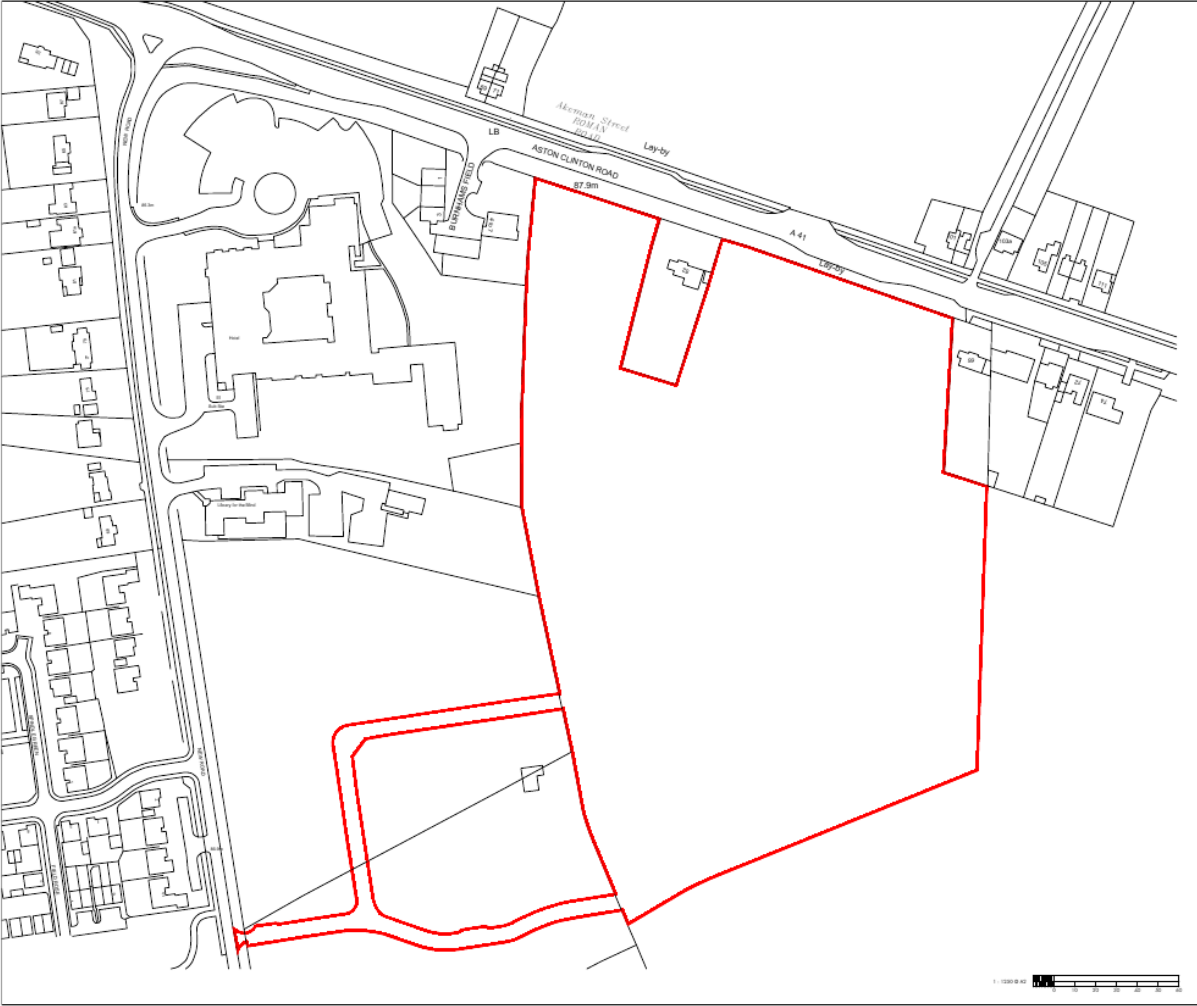
A2.4 BCC Education - A financial contribution to expand primary and secondary schools in the planning area to accommodate the above development would be required. Secondary schools are currently at capacity and estimated pupil growth from over 8000 homes with outstanding permission is projected to put significant increased pressure on secondary schools, with a significant deficit of places projected. Primary schools are also at capacity and there are plans to expand existing schools in the area to accommodate increased demand from additional housing growth.

A2.5 Ecology and Biodiversity – No objection subject to conditions securing the delivery of biodiversity net gains and, ecological measures stated within reports and ecology enhancements features integrated into the proposed development.

A2.6 Affordable Housing – No objection, policy compliant provision to be secured within the S106 agreement. The mix reflects the affordable housing need and the tenure split is acceptable (75% affordable rent, 25% shared ownership)

A2.7 Environmental Health – Potential noise impacts of properties closest to the A41 from road traffic. Therefore it is recommend that if the application is granted it is subject to the following condition. Prior to construction the applicant will commission an acoustic assessment that demonstrates that, subject to appropriate mitigation, the internal noise levels in the dwellings do not exceed the standards set in BS8233:2104 table 4 and LAmaxF levels in bedrooms at night do not exceed 45dB more than 10 times per night. The noise levels in private external amenity spaces shall not exceed 55dB LAeq 16hr. The report shall be submitted to, and approved in writing by The Local Planning Authority, prior to the commencement of construction.

Site and Layout Plans





Aston Clinton Road
Aylesbury

Layout revisions
121 units
13.02.20
PL_02 - Rev E
1:500 @ A1

